

#35.2

December 15, 1950

Mr. K. F. Goodson  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Subject: Farm Road Program for  
1951

Dear Mr. Goodson:

Yesterday, Colonel Noyes advised me by telephone from Fairbanks that he had discussed 1951 construction plans with you. In that connection, he had verbally revised the program on farm roads contained in Mr. Ghiglione's letter of October 27 which set up the outline for preparing 1951 recommendations. A complete list of all farm road petitions or requests on hand should accompany your recommendations. These should be listed by priority of construction as recommended by the Fairbanks District. Also, please refer to my letter of November 1 outlining information needed by Headquarters in order that each request can be properly evaluated. Even though the total of farm roads exceeds the amount set up for Fairbanks District, the complete list should be furnished.

WJN

I am returning all maps and petitions on hand at Headquarters to prevent any additional work on your part in preparing new sketches. Perhaps some of the roads have already been constructed; but in order to get the sketches back to you without delay, I have not checked into that detail.

Very truly yours,

Wm. J. Niemi, Chief  
Operations Division

Enc.

WJN:daw

K. F. Goodson, District Engineer, Alaska Road  
Commission, Fairbanks, Alaska  
Wm. J. Niemi, Chief, Operations Division

December 14, 1950

Street Construction at Tok Townsite

Enclosed is a map of Tok townsite showing streets, marked in red, which the Alaska Road Commission will construct as early as possible next summer.

Please include this in your farm road program for 1951. If your program has already been prepared, it may be added as a supplement. For your information, the present Customs House is located on a continuation of Center Street; therefore, it will be necessary to build a temporary road around these buildings, to be used until a new location is found for these buildings.

Enc.

KJN:daw

WJN

Index

November 21, 1950

Mr. Frank Nash  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Subject: Winter Program for the  
Engineering Division

Dear Sir:

There is enclosed an outline of a winter program for the Engineering Division which is similar to the tentative outline informally transmitted to you about September 20, 1950. The program should be undertaken at once and completed approximately in the order as listed on the outline.

smc  
WJR

In general, large expenditures for travel of engineering personnel to obtain additional field data should not be made. However, it is evident that necessary additional data can be obtained in the vicinity of Fairbanks and Tok by engineers stationed at those locations.

It is requested that maps be traced on cloth when information is substantially complete.

Yours very truly,

G. H. Tapley  
Acting Chief Engineer

Enclosure

GMT:mh

November 20, 1950

OUTLINE OF WINTER PROGRAM

Fairbanks District - Engineering Division

1. Survey Reports  
Prepare map, profile, foundation and borrow pit data, bridge data, cost estimate.
  - a. Wanley Hot Springs route
  - b. Nenana route
  - c. Forty Mile to Eagle
  - d. Tok Road, mile 80 to 105
  
2. Completion Reports  
As built plan, profile, foundation data, borrow pits, drainage provisions, property ties.  
Show right of way and property lines on as built plan.  
Report cost of construction engineering and contract costs.
  - a. Fairbanks-College road
  - b. Forty Mile road
  - c. Tok Road, mile 105 to 130
  - d. Delta Range road
  
3. Informational Maps (Horiz. scale 1" = 2 MI.; Vert. scale 1" = 200')  
Prepare strip map and profile of existing roads including maximum grades, elevations, bridge names, load limit, vertical and horizontal clearance.
  - a. Steese Highway
  - b. Elliott Highway
  - c. Richardson (to Rapids)
  - d. Alaska Highway
  - e. Forty Mile road
  - f. Tok Road, mile 80 to 136
  
4. Fairbanks Vicinity Map (2 inches = 1 mile)  
Complete this map, emphasize roads.
  
5. Bridge Reports, completion report including marked plans and cost.
  - a. Shaw Creek
  - b. Alaska A (timber trestle)
  - c. Tok River (timber trestle)
  - d. Clear Water (timber trestle)
  - e. South Fork Forty Mile
  - f. Walker's Fork
  - g. Forty Mile River

6. Highway Warning and Regulatory Signs  
Spot signs on strip map and recommend additions, deletions,  
and modifications where necessary. Follow up maintenance  
and new installations.
7. Glacier and Drainage Reports  
Map, plan of action, cost estimate
8. Aerial mosaic -- Fairbanks-Nenana Area  
Locate roads and proposed roads with white ink.
9. Depot Reports  
Maps showing buildings, roads, drainage, utilities,  
floor plans, etc.
  - a. Fairbanks
  - b. Tok

Frank Nash, District Engineer, Fairbanks

November 3, 1950

Wm. J. Niemi, Chief, Operations Division

Farm Road Program for 1951

Further reference is made to recommendations for 1951, and particularly to my letter of November 1, 1950 regarding Farm Roads.

Mr. Chiglione, Chief Engineer, just informed me that he already has some drawings for future Farm Road construction. To prevent duplication of work on your part, we can use these sketches, but you should indicate that the map or sketch is already at Alaska Road Commission headquarters.

It is suggested that in the future the original tracing of a Farm Road be retained in the District office and a print forwarded to Juneau.

Farm Road funds are usually allocated once a year, therefore it appears that all petitions should be retained in the District office for your guidance in framing a recommended program for the next year. A good idea is to number the petitions consecutively, keeping a tabulation of all petitions received. Acknowledgment should also be made from the District office, explaining to the petitioner that the entire allocation of Farm Road funds for the season has been earmarked, but that all petitions being received are being carefully considered for future construction.

I believe that there is less danger of a request for road work being lost in the files either within the District or at Alaska Road Commission headquarters if they are handled in the above manner. This is merely a suggestion and your comments are invited.

WJN:mh

(COPY)

November 1. 1950

District Engineer, Alaska Road Commission, Anchorage, Alaska  
District Engineer, Alaska Road Commission, Fairbanks, Alaska

Dear Sir:

Reference is made to letter of Chief Engineer, dated October 27, 1950, setting up funds for 1951 program as a basis for recommendations.

Referring to the paragraph on farm road funds, it is requested that the recommendations for this type of road be submitted as follows:

1. A sketch of each proposed road.
2. Recommended priority of construction with estimated cost of each road.
3. Concurrence of Bureau of Land Management with your recommendations and their priority in the event they do not agree with your recommended priority.

It is requested that this information accompany the recommendations which are due in Alaska Road Commission Headquarters December 26, 1950.

Very truly yours,

W.J. Niemi, Chief  
Operations Division

(Original filed 35/84)

(COPY)

November 1, 1950

District Engineer  
Alaska Road Commission  
Anchorage, Fairbanks,  
Nome, and Valdez

Subject: Recommendations for  
1951 Operations

Dear Sir;

Reference is made to the recommendations for 1951 operations dated October 27 transmitted to the districts by the Chief Engineer.

In submitting recommendations as outlined, include all recommendations for new equipment except the following, which have already been ordered by Alaska Road Commission headquarters:

Dump Trucks  
Pickups  
Coupes  
Suburbans  
4-Wheel Drive Pickups

Please include any equipment which you will need even though such equipment may have been previously mentioned or requested in previous correspondence.

Very truly yours,

William J. Niemi  
Chief, Operations Division

(Original filed 35/84)



October 27, 1950

Mr. Frank Nash  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

Recommendations for next season's operations must be submitted to reach this office not later than December 26 in order to permit review prior to the District Engineers' Conference. As a basis for preparing your plan of operations and recommendations, you may use the following:

Maintenance.

Total funds available, \$800,000. This amount will be for normal summer and winter maintenance and your recommendations must detail the amounts required for each route separately for the winter and summer work. Included in the maintenance program should be the necessary maintenance of all depots and the Donnelly Dome firing range road.

Reconstruction and Improvement of Existing Roads.

Total funds available, <sup>\$120,000</sup> \$160,000. Your recommendations should include the continuation of the Steese Highway improvement and the work of installing a detour bridge across Moyes Slough in connection with the contract construction of the new structure. Your recommendations as to the extent work should be continued on the Ruby-Poorman route should also be submitted and considered under this fund.

Construction.

Tok Cutoff. Total funds available, \$600,000. This amount should be planned for continuation of the Tok reconstruction and erection of the Tok River Bridge. It is probable that this work should be planned to continue into the north end of the Mentasta line change; however, in any case, the work should continue until the work in the Valdez District is met.

# 700,00

Alaska Highway-Forty Mile. Total funds available, \$800,000. The plan should cover continuation of the grading, gravel and miscellaneous bridge construction, and should provide for completion of this project. Reconstruction of the road from Liberty to Eagle should also be planned. Work of reshaping the road south of Chicken should be held to a minimum and no reconstruction program for this section should be planned within these funds. The Matanuska bridge is being dismantled by the Anchorage District and is planned for erection by your forces for the Forty Mile crossing.

Fairbanks-Nenana. Probable funds, \$800,000. <sup>Out</sup> While this project has not been authorized, your plans should include crew layout and equipment requirements for work of this magnitude. As an alternate consideration, it is possible that the Livengood-Manley project will have to be started; however, it is not anticipated that both jobs will be started simultaneously. Equipment and crew layout for one could, therefore, be shifted to the other if funds are appropriated.

# 20,000  
Farm Roads. Total funds available, \$100,000. Your recommendations need not indicate all routes to be included in the program since allotments will be made as in the past for individual projects as their need is justified. Your recommendations should include a plan of operations with equipment assignment.

#### Surveys.

Your recommendations should detail the funds required and equipment assignment planned for all survey work considered necessary within your district. Surveys underway at this time should be planned for completion. That includes the Nenana, Forty Mile and Manley Hot Springs projects. Plans should consider the continuation of the Nenana survey towards McKinley Park, and of the Manley Hot Springs survey towards Rampart from Eureka.

#### Contracts.

An estimate of the cost of engineering and inspection of the contracts within your district should be submitted. Contracts under your control will be Noyes Slough Bridge and the Chena Slough Bridge together with its approach roads, and Minnie Street Bridge.

#### General.

Any new equipment required for the district for next season's operations should be listed with justifying discussion of the type and

proposed assignment. All equipment purchased must come out of the funds from the project to which it will be assigned, and will therefore reduce your program work accordingly.

Very truly yours,

A. F. Ghiglione  
Chief Engineer

AFC:daw

labor. When final operations orders are issued for 1952, about March 1, we should have more accurate information available from the Cost Accounting Section and a more accurate breakdown may be possible at that time.

#### I. MAINTENANCE:

Funds programmed under Roads and Depots must cover normal maintenance of roads, both winter and summer, and also the maintenance of depots, camps and similar installations. The amount of \$120,000 is tentatively established as the cost of a modern maintenance camp to house eight to ten men and provide mess facilities for approximately twenty men. Various designs are now being prepared for submission to districts for review and recommendations. If it is found that the cost will exceed the above established figure, it may be necessary to withdraw these funds and combine them with those set up for other districts in order to take care of the most necessary immediate needs, wherever they may be located. Your recommendations should therefore cover the most urgent need in the district for one permanent maintenance camp, by location.

#### II. RECONSTRUCTION AND IMPROVEMENT OF EXISTING ROADS:

Major items contemplated under this heading include (1) completion of the grading and structures on the Glenn Highway (Tek Cutoff) between Little Tek River and Tek Junction, in preparation for the letting of the paving contract; (2) continuation of the widening and improvement of the Steese Highway; (3) improvement of local roads; and (4) any other projects that can be undertaken within the available funds.

#### III. CONSTRUCTION:

A. Taylor Highway. Funds provided under this project are for (1) continuation of grading and installation of drainage structures and bridges to provide a passable road to connect with the existing road at Liberty and (2) improvement of the existing road from Tetlin Junction to the Canadian border. The latter phase should include the widening of narrow sections, elimination of sharp rolls and depressions now existing in the road due to settlement, and additional gravel surfacing where required.

B. Livengood-Rampart. Although there appears to be some doubt as to whether funds will be forthcoming for the initiation of construction of this project, we must include it in our planning. It will be noted that present thinking contemplates construction directly from Livengood to Rampart rather than by way of Manley Hot Springs and Eureka. A connection would later be made to Eureka from Rampart.

C. Bialson-Big Delta. This is a proposed military road of low standard, sufficient to enable the armed forces to move tracked vehicles

and off-highway equipment between Eielson Field and Big Delta, which is not now possible on the paved road. There is a very good chance that funds will be provided and we must be prepared to undertake this project.

D. Farm and Industrial Roads. Previous instructions have been issued on the procedures for submitting recommendations for farm and industrial roads. Funds programmed are largely for roads in the vicinity of Fairbanks.

#### IV. SURVEYS:

The amount which has been set up provides for surveys required for the military road between Eielson and Big Delta, Livengood to Rampart, and local farm roads. Plans under this heading must be kept flexible to meet changing conditions of appropriation. It is not necessary to plan for expenditure of the total amount except as needed to keep ahead of presently authorized projects or those that appear imminent in future appropriations. Further instructions will be forthcoming from headquarters when appropriations are fixed up in Congress.

#### V. CONTRACTS:

Provision should be made in the District program for handling the engineering and inspection of a proposed contract for the Chena River Bridge. This will be the only contract within the district for which we will provide construction engineering in 1952. Funds will be provided in the Work Order when issued.

Very truly yours,

Wm. J. Niemi  
Chief Engineer

cc: Mr. Ghiglione  
Mr. Stewart  
Mr. Niemi

WJN:hh